

THE HAMLIN HERALD

SEVENTY-SEVENTH YEAR

HAMLIN, JONES COUNTY, TEXAS,

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Old Glory, Symbol of Nation for 158 Years Had Birthday June 14

Waving triumphantly through the years, the Star Spangled Banner reached another milestone in its history with the observance of its birthday on June 14.

Romance and a certain mystery have surrounded our flag since its adoption 158 years ago, clouding its origin in a web of circumstances that historians have never been able to unravel successfully.

It is known definitely, however, that on June 14, 1777, the Continental Congress resolved: "That the flag of the thirteen United States be thirteen stripes, alternate red and white; that the union be thirteen stars, white in a blue field, representing a new constellation." Thus this date has come to be observed each year as Flag Day.

Scores of flags represented the hopes and aspirations of our forefathers. Colonial flags show beavers, rattlesnakes, pine trees and various other insignia. Some bore the words, "Hope," "Liberty" or "An Appeal to Heaven." A favorite motto beneath the rattlesnake design was "Don't Tread On Me."

The first flag to show a unity of purpose on the part of the colonists consisted of thirteen stripes, similar to the design of today, except that where the stars now appear the crosses of St. George and St. Andrew were shown. It is usually called the Grand Union Flag, and the crosses indicated definite ties with the mother country, which the colonists were as yet unwilling to sever.

When stars replaced the British insignia, Old Glory was launched on its career as our national emblem. At first there were only thirteen stars in the blue field, but as the years passed and state after state entered the Union, the number of stars multiplied until now there are forty-eight.

From time to time slight changes in the flag have been authorized by Congress, and a design of fifteen stars and fifteen stripes remained in vogue from 1795 until 1818. Then Congress authorized a return of the flag to its original form of thirteen stripes, one star being added thereafter as each state entered the Union.

Research has failed to prove definitely just who was responsible for the design of our National Flag. A favorite tradition points to Betsy Ross as the needlewoman whose fingers wrought with loving care the first sample of the Stars and Stripes, which was almost identical with the flag as we know it today.

We are told that late in the spring of 1776 her little shop in Philadelphia was visited by some distinguished patrons. A committee headed by George Washington called on Mrs. Ross and submitted a rough design of a new type of flag in which stars had been substituted for the cross of St. George and St. Andrew.

The committee was of the opinion that the star should be six-pointed.

But Mrs. Ross, so the story goes, showed how a five-pointed star could be made with one snip of her scissors and her suggestion was adopted.

Unfortunately no record of this "first" flag has been preserved. But the patriotic old lady told the story over and over again to her children and grandchildren, and it has been well authenticated by Betsy's descendants.

Many Americans have explained the symbolism of the Stars and Stripes, but few have expressed it as simply or as well as the Father of our Country who said: "We take the stars from Heaven, the red from our mother country, separating it with white stripes, thus showing that we have separated from her, and the white stripes shall go down to posterity representing Liberty."

Faith in our flag and country has been characteristic of our people from the beginning. We honor and respect the Stars and Stripes, not as a fetish, but as the beloved standard of a free nation.

Our flag has never been a symbol of military aggression. At home or abroad, afloat on the seven seas or in some far distant outpost, it is America's guarantee of justice to those who seek protection under its folds.

GOLF NEWS

For the past few weeks Golfers have not been able to give much attention to their game, due to high water, grass and weeds. But from now on the course will be kept in better playing condition, as we now have a keeper, and should be in shape July 4th.

STAMFORD VS. HAMLIN

Stamford Country Club has invited Hamlin Members to Stamford Sunday for match play.

All Hamlin members should go as the Stamford Club has been eager to play our Club for some time.

CITY TOURNAMENT

The club is sponsoring this tournament and all golfers in or around Hamlin are invited to enter.

Qualifying starts July 21st and match play July 28th.

Cups and Prizes will be awarded the winners and runner ups.

Fees are \$1.00 for members with paid-up membership and \$1.50 for non-members.

Any information you desire on the Tournament can be furnished by the Tournament Committee, Paul Cain, Paul Smith, W. W. Millner and Buford Dean.

—REPORTER.

Mrs. G. C. Spires, of Sweetwater, is visiting her brother, Mr. H. A. Stacy and wife this week.

Traveling Through Mexico

A detailed report of the travel-trip recently made by the Hamlin Rotarians to Mexico City is almost imperative because of the fact that so many questions, like the following have been asked:

How was it that the first day out you made it to Monterrey, a distance of more than 600 miles? and

Why was it that you made only 300 miles the second day?

Why was it that you made practically no progress the third day?

Why was it that you Hamlin men became separated, making it necessary for Mr. Clements and son, Jimmy, Mr. Moody and Mr. Green, to arrive in Mexico City by train on Monday at 4:00 P. M. the fifth day, without their baggage or anything except what they wore on their backs?

Why was it that Ye Editor got away with all the luggage and "hitch-hiked" 280 miles by trucks over an unfinished road through the mountains and arrived in Mexico City on Wednesday morning at six o'clock, on the SEVENTH day out from Hamlin.

Other questions have been so numerous, like: Was the trip enjoyable? Did you see "plenty"? Were you ever in danger? What did you eat? How did you sleep? Were the rivers high? How about those landslides? How are the roads and did you join the "revolution?" etc. etc.

To keep the record straight, it becomes the duty of the writer to tell about this trip, although much of it is so personal, we regret to have to tell on ourself. And there is still another point that makes a detailed report of the trip necessary—it is, that in the near future, and certainly in the near years to come many hundreds of West Texas people will be trekking to Mexico City on their summer outing, and a tip on travel now might help them. So here we go.

The first thing unusual about this trip was the fact that the "gang" left to "go places." Oh, to be sure for example there was Ira Clements who had been places mostly riding his rural route, No. 4, out of Hamlin for many years, but he was accustomed to riding but always in a circle, sometimes going as fast as 70 miles per (he said that was the limit of his Chevrolet). Now, there's Mr. Green, he had spent years in his time round about the school buildings of Hamlin, had been out other places slightly, and had gained a reputation for driving, but on Thursday morning, June 13, he had to get up about 4:00 A. M. to really go somewhere. Mr. Moody, the youngest grown man in the crowd, accustomed to the whirr of machinery and the smell of cooking cotton seed cake, had been on a few trips, but the 13th of June held for him a new sensation—robbed of three hours of sweet sleep, he had to take his coffee in Abilene. And as for Ye Editor, we never had been "anywhere," but was accustomed to rise from bed anytime from 5:00 A. M. to 7:30, mostly the latter, but for a trip by auto, no sir-e-e! Our speed had always ranged from 25 to 35 miles, and occasionally, by accident, going down a slope we got up to 40. Then imagine OUR sensation about three minutes on the morning of June 13, after leaving the Hudson Service Service Station, to find Ira Clements' Chevrolet fairly floating along at 50, then 60 and before reaching Anson at 70 miles, and all the time in the rain. Who "set tite?" Finally we said, "Ira, why don't you let her go a little faster?" To which Clements replied that he "had been driving this thing for a year and so far could not make her go faster than 70." So, on we sped, some-time hard rain, then less and again none, and finally a broken cloud, and on, zip, we sped. We went by Coleman, Santa Anna, Brady, Mason, Fredericksburg, Borne. e Three cheers for Texas' good highways.

Our first puzzle was somewhere west of San Antonio. The broad much used road looked like the one we should take, but the arrow pointed to the old well paved route, and in the rain, we chose the latter. Five miles on it and we came to the

first obstacle — water in a "dip creek," just about a foot too high for the Chevy. Back-tracking and then the wide, new unfinished rough road delayed our eating hour to 12:30, in the restful cafeteria of the Gunter Hotel. What took place outside, the next hour, we could only guess — anyway, after starting we tried to find highway No. 81, with arrows saying "Laredo," and circling one or two blocks sixteen times and asking the same Cop six times how to get out, and after Jim, Jimmy, Gaston and Bowen, had all extended their bountiful suggestions to Ira as to where and how to drive to find the way out, all became silent, and Ira got her going right. Ira tried to follow everyone's directions — good old Ira.

Outside, while we were eating, a veritable water spout had come. The street or road leading to the U. S. West Point of the Air, was standing or running almost too high for the auto; the cemetery to the right was flooded a foot over most graves. We stopped and ask what had happened — here was the first time anybody suspected that we were "loco." The cocky attendants at the filling station should have told us that the streets had been sprinkled and the cemetery was irrigated to make the grass grow. Those fellows did not understand why we should ask.

At this San Antonio Station we were told conflicting stories about high water. They said the Medina River was over the highway, that the Frio at Pearsall had ruined the bridge and other things about landslides and floods in Mexico. Some of the Hamlin "gang" wanted to switch off by way of Uvalde and come into Laredo from the west, but Ye Editor urged to press on till something stopped us. We did. The Medina was nearly too high for the Chevy, it stopped just before clearing the water, but another car, pushed us on. Here Ira was ready to let someone else drive. Mr. Green took the wheel. We were in front with him. We thought, now we will settle down to about 50. Fifty it was, soon it was 60, sooner it was 70 and all the time truck after truck with watermelons, vegetables and other kinds of traffic burnt the wind by us. That man Green is some driver. Ira soon swooned, Jim flinched and bugged out his eyes to see what was going to happen. For Bowen, it is a bit embarrassing to tell what he did. However, we pushed our feet down hard and often, grabbed and squirmed, gasped and sometimes almost cursed and prayed with the same breath. Nobody could tell Mr. Green to be careful, that would be impolite. But it was clear he was bound for Mexico and to Ira's surprise his car, that he knew so well, was more often than not making 80, steady. All this time there was a queer silence, except that the driver was constantly reading signs of all descriptions on the wayside. But we were going to Mexico.

Long before the sun went down behind the Mexican mountains, we were in Laredo rushing to cross the Rio Grande, thanks to Providence. So far no vacation but all hurry.

The preliminaries of crossing the border, getting passports, inspection, and exchanging U. S. Money into Mexican need not be told. But by good luck quite a lot of the 146 miles to Monterrey was behind us, and Ira was holding her to 50 and 60 down the highway, only slowing to keep from hitting the hundreds of cattle (mostly scrubby bulls) which had bedded in the road, or he was dodging some bad chug holes. By this time the rain began again. The windshield wiper refused to wipe. Ahead of us and to the right could be seen what we thought was a real old-fashioned storm cloud, dark, deep and rugged, behind which an occasional flash of lightning showed from time to time. This made us wish we had remained in Texas for the night (which we should have done.) But on we sped, now dark and raining in Mexico, bound for Mexico City, D. F. (District Federal). At the Sabinas Hidalgo the Powers Cafe presented an inviting place to stop and "coffee up." There the temptation to buy trinkets first pre-

SEE MEXICO NEXT PAGE

CROP PROGRESS HINDERED BY RAINS

This year 1935 is going down as the "unusual" year. Unusual from many angles. Perhaps not in many years has the month of June been so wet, and presented so many angles of check on crop planting, cultivation and harvesting.

The month ended wet. The last Friday night a veritable water spout fell in the country covering Flat Top and extended nearly to Hamlin. Fields were converted into lake, and all bar ditches and streams were overflowed, and most of Saturday the Highway in the Dovie community was under almost impassable water, and the same could be said of the railroad. Considerable crop damage done, by washing and covering with dirt.

In spite of the rains, most farmers have fair stands of cotton, and their feed crops are extra fine for this time of year.

Wheat and oat harvest has gone on rapidly and while the oat crop is turning out fine, the wheat is far less than was counted upon. There is a ready market for oats around 30 and 35 cents, and wheat is ranging about 70 to 80 cents in Fort Worth. Some wheat farmers have saved their crop without much hindrance from rain, and others are still harvesting.

There is but one serious danger at this time for young and tender crops — should there be a number of sunny days, with high temperature, you may expect vegetation to wilt and stop growing rapidly. This coupled with hardening of the soaked ground, will injure stuff.

Most farmers are better satisfied, however, with too much rain than not enough. They know what not enough means and it is seldom that there is too much.

No one need expect an extra large cotton crop. Acreage will not permit it, and the late planting is likely to be a disadvantage. It now looks like there will be a bumper feed crop in Texas, especially in the Central West. On the whole this country is far ahead compared with its situation of a few years back.

Mrs. J. H. Adams, of Humble, Texas, came last Friday to visit her daughter, Mrs. C. F. Ferrell and family. She was accompanied by her daughter and husband, Mr. and Mrs. A. E. Dickson and little daughter, Billie Jean and Mrs. Ferrell's brother, J. T. Adams, all of Longview, Texas.

"SUPREME KEROSENE"

Is Better

Phone 32

HAMLIN MERCHANTS ON THEIR TOES

"Hamlin merchants who are 'on their toes' and looking for their share of this summer's tourist dollar should reap a rich harvest. Reason: There will be twice as many tourists on the road as there were last summer."

Such is the surprising prediction just released by the Conoco Travel Bureau, America's largest free travel service, maintained by Continental Oil Company, Denver, Colorado.

In a bulletin addressed to the merchants of "Main Street" in all parts of the United States, the Bureau advises them to prepare for the greatest tourist trade in years.

"Dust storms have spent their fury, leaving a new top soil, and flood waters have receded," says Joe H. Thompson, director of the Bureau. "As a result of heavy rainfall, America's highways, and particularly the mountain areas, are green in vegetation, and wild flowers are more beautiful than ever."

"During the first five and a half months of this year the Conoco Travel Bureau received 115 per cent more trip service applications than during the same period in 1934."

"At present, more than 250 carefully trained employees are working day and night shifts in the Bureau's Denver offices. During the early part of June last year the Denver personnel numbered only 126."

"The Conoco Travel Bureau was founded five and one-half years ago in response to the demands of motor vacationists and everyday travelers anxious to secure accurate, up-to-the-minute information regarding North American highways, scenic regions and travel costs. Each motorist applying for Travel Bureau assistance receives a generous assortment of maps, booklets, cottage camp and hotel guides, and special instructions covering every phase of his journey. Even temporary highway detours and choice fishing and hunting areas are indicated. More than 22,000 Conoco dealer stations in 42 states act as branches of the Bureau and are equipped to render additional tourist assistance of a more localized nature."

Readers of this newspaper may secure individualized trip services without spending a cent—even for postage—merely by writing the Conoco Travel Bureau, Continental Oil Building, Denver, Colorado, stating where and when they wish to go.

When it is too hot to do your baking at home, go to Eddie Jay's Bakery for fresh cakes and pastry.

Stated Meeting

SPECIAL PROGRAM

HAMLIN LODGE No. 958 A. F. & A. M.
MONDAY, JULY 8th AT 8:00 P. M.

—All members are urged to be present. Committee for this month have special program arranged. Visitors are welcome. COME.

R. Y. BARROW, W. M.
W. E. BENSON, Sec'y

HAMLIN NATIONAL FARM LOAN ASSOCIATION

Makes Farm and Ranch Loans

at 4 Per Cent

Why Not Refinance Your Loans and Get Advantage of This Rate?

SEE TATE MAY, Sec.-Treas.
Hamlin, Texas

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With Every All Weather or Pathfinder Tire, purchased during this sale

Sensational Sale On GOODYEAR SPEEDWAYS

30x3½	\$4.20
4.40x21	\$4.70
4.50x21	\$5.20
4.75x19	\$5.50

Dandy Service Station

Dode Sandford, Proprietor

THE HAMLIN HERALD

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BOWEN POPE

OWNER AND EDITOR

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THROUGH MEXICO

CONTINUED FROM FIRST PAGE

sented itself. They could "savy" English O. K. This stop was "half-way."

Soon after leaving the Powers Cafe we saw mountains right in front of us, the supposed clouds became earth, rock, trees and the moon began to give much light and for several miles we ascended a lovely road up Mamulique Pass, winding and climbing, what we then thought was some scenery, even though it was in the night, later could be called a "mild slope." What a perfect road. Next we came to the lovely little city of Cienga de Flores, with its long boulevard, making a stranger believe he had reached the outskirts of Monterey, but not yet for 40 miles. We arrived at the Ancira Hotel (one of the best in all Mexico) in Monterey, in time to go to bed just at 12:00 midnight. What a rest, what a sleep, and what a good breakfast; Monterey has a population of 165,000.

Two hours of sightseeing in Monterey Friday morning and away we went towards Ciudad Victoria, a city of 20,000, elevation 990 feet and the capitol of the state of Tamaulipas. Just out of Monterey about 21 miles you come to a road leading off to the right to Horsetail Falls. It is high up in the Sierra Madre Mountains, looking down over many picturesque palm-thatched Indian villages. The water leaps from a height of 125 feet, clear, fan-like, considered as one of the most beautiful falls in the world. This took two hours of time and after a slight lunch of "egges and bacon," a dash was made for Victoria, where we arrived late in the afternoon, and should have remained all night, but the majority said push on to Valles (pronounced Vy-yes). We "pushed." We came to several wash-out landslides, almost ruined bridges, high mountains and a great view from the top of Mesa de Llera, and then down, down and down to the lower palm-covered areas, and lots of water had been all along the road. We reached El Limon and found a detour sign, and here more rain began, a nine mile detour in the rain, and 80 miles yet to go to reach Valles. Mud, narrow road, cane fields on every side, and we reached Villa Jaurez, a town of 4,500, passed by a good brick hotel, El Monte, took the sugar factory road, by the side of canals, and finally pulled back into the main road. The sugar factory here at Villa Juarez is the largest in Mexico, having a capacity of 1,500 tons of cane per day. From here it is 70 miles through Palm forests, on an unfinished road most of the way, but we made it by night, with one bridge out and a low-water detour.

Valles, a town on a railroad, 4,500 population, and elevation 200 feet, was reached about 10:30 that night, after passing over fresh rocky roads, well rutted and filled with water. Mr. Clements was about "all in" here, and when we found the town full of "Touristas" backed back from a river, and that day as well we had passed many who had turned back, after making a trip from Canada, and many states in northern U. S. A. Valles (remember Vy-yes) is 306 miles by highway from Mexico City.

At Valles nearly all spare rooms were filled, and it began to look like we must sleep in the car. Nobody could hardly speak English, and our supper was mostly "Egges and Bacon" again. Finally a room in the Hotel Hidalgo was accepted, four narrow beds, shucks or straw mattresses, and a million mosquitoes. Grand vacation! Nit, so far. Tired, sleepy, hungry, no "talkie." Rumors of bad rivers, and there is no odor like the Valles quality. About midnight after our promenade, and a bottle of Cococola (its in Mexico too) we hit the hay or shucks, all of us in the one room. Here Ye Editor pulled out his mosquito netting first time.

After a little sleep, a new day with faces washed, and a meager breakfast (more Egges and bacon), and some coffee, we held a council of road attack. It was decided there to go on down to the rivers and if we were blocked, then to return and park the car with the Government

Highway authorities and board the train at 10:30 that Saturday night. We had the day to pass, so we motored on down the road. It was clear and bright, the mountains again appeared on our right, in the distance, and palm forests, and water everywhere. 14 miles out and there is the big Tamaon Rio. A big bridge is being built, but a good ferry soon had us over and on a new section. The past 14 miles was good road. Leaving the Tamaon after about 20 miles we came to the "he-cat" of the trip. It was Rio Coy, clear, slow, and about 500 feet wide. Here a long string of cars from all over Texas, and many states were waiting. Big new bridge building, and the temporary bridge in center, was under water waist deep and the approaches used in low water were covered arm-pit deep. No ferry. There were about 50 faithful yellow, Indian laborers busy fitting up a kind of raft to float cars across on. To us it was futile to try it. The timbers were tied with wire, and spiked to runners and on the ends were tied six empty oil barrels. A Plymouth car from Ohio was in the edge of the water, ready to float. Most of us shook our heads, but there are lots of fools yet. Here Ye Editor snapped many Kodak scenes. The laborers pushed the car out onto the raft and with much jabbering they finally cleared land, and pushed to the bridge—it would not float over the bridge in the mid-stream. They swung it below the little bridge with no hand to balance it and wires holding the barrels gave way, and slowly the car careened to the bottom in 36 feet of water. The owner saved himself by climbing out a window into a tree. Enough for ME.

Nothing entered our mind now but to return to Valles and park and go on, on the train. There was much jabbering, and the greatest "jabberer" was one "blondened" fellow from Tia Juana, Mexico, a Mexican who could talk English, a Rotarian, too. He wore only something like a kind of yellow bathing suit, a big guy about the river. He seemed to think the government of Mexico should see to it that we got across the Rio Coy and even to Mexico City, at no cost to the Americanos, or at little cost. He proposed, especially to four Californians, and it seemed to some Texas folks that they could leave their car and go on the highway cheaply by bus if their baggage could be carried in a Highway truck. His crowd's car was returned to Valles, but not his. Those who did not return with the cars waited at the Rio Coy with luggage. All the Hamlin gang fell for this fantastic idea except Ye Editor, and he was sport enough to accept the will of the majority, but still maintained that it was best for all to return as planned and take the train, that night so as to arrive in Mexico City Sunday afternoon.

Here's where the gang got separated. Somebody put too much faith in that blondened Tia Juana fellow named Rubio Barboshino.

Mr. Clements and Moody and little Jimmy left all their baggage, coats, etc., at the river guarded by Mr. Green and the unwilling editor. (By way of parenthesis this is the first time in our life we let a bunch of men tell us to do something we did not want to do, and yet went ahead and carried it through to a "gnat's bristle.") The boys got back to Valles about 2:00, parked the car, and with 13 others started for Rio Coy again. Part of the road they all walked, 5 miles, while trying to get more truck room. The rest of the way back to the river was made in a highway truck. All these hours Green and Pope watched them make a new raft, and even assisted some. Saw another car floated and this time successfully. Then car after car all the afternoon floated over, fairly safely. Cars were banked on both sides—from the City and going to the City. We took all the baggage over in a canoe about 4:00 P. M. and what a hot wait. About 5:30 the "Rubbio" Cadillac was floated, and almost lost in mid-stream. He loaded one couple of his California friends in the rumble seat and pulled out and another couple, Prof. and Mrs. Joe Langdon, of Bellflower,

California, the Editor and Mr. Green were left to be "trucked."

The truck that "blondened Rubio" pointed out proved to be the highway paymaster conveyance—containing a Mexican driver, the paymaster and two armed soldiers. So after paying off the Indian laborers, all the luggage in sight was piled on, and we remarked to Mr. Green that we did not think it best to let the hand bags go without some of us with it. He quickly suggested YOU accompany it, and he would join the others in a mail bus when they arrived. It was the understanding that all baggage was to be carried to a town called Tamazunchale, 47 miles away, and there wait for the others that night or next morning.

Now don't this all sound "screwy." Before the paymaster truck left the Rio Coy so many cars had come over safely Mr. Green began to wish our car was there so we could go on by the plan we started out with. It was too late to wish. Besides, had we gotten the car over, perhaps on the return trip the same kind of high water or worse would have caught us. Every minute we expected to see the Hamlin men come in on the truck that brought the mail from Valles to the river where it would be canoed across to the bus for Tamazunchale. 7:00 P. M. came and no men yet, and the "Paymaster truck" pulled out, with one Mexican driver and two big ugly soldiers with long guns and a couple of big postoles, the paymaster and a bushel of money—plus three Americanos, Mr. and Mrs. Joe Langdon and Bowen Pope. The paymaster could speak fair English but did not like to talk. As we pulled out on a new journey, night was coming on, it looked like rain and up there on the road office shed sat Mr. Green, waving sadly and saying to me, "We'll meet you in Tamazunchale." Reply "O. K., Tamazunchale."

The Hamlin Supt. soon got enough of the lonely wait, so he reports, and called for an Indian canoeist to come take him back on the other side. Soon, to his joy, the Hamlin men and others came up and then the three Hamlin men and little Jimmy Clements and two men from Ohio crawled into a canoe and started for the Mexico City side of the Coy. Just in the mid-stream the paddle broke and the whole bunch floated down stream, scared speechless. One of the Ohio men had lost a brother in just such a plight. Soon they came to the supporting timbers of the new bridge and caught. Finally they reached the shore on the same side they started from. Little Jimmy was the first to speak. He yelled out that he would never get in that thing again. Ira chimed in too. Moody and Green and the Ohio fellows felt the same way. So, instead of following Pope they went the other way, to catch the train at Valles.

They reached that place re-crossing the Tamaon River, the fourth time that day. They reached Valles at 1:00 A. M. Sunday, in an old Model T with no lights, and with a number of other folks took the train at 10:30 A. M. arriving in Mexico City at about 4:00 P. M. Monday, with not a rag except what they had on their backs from Hamlin. They thought they had relayed word to me at Tamazunchale through Highway officials, but Ye Editor never reached that place till 11:30 Sunday morning. Maybe the broken paddle caused the separation—if it did it made a mess of the trip.

Since you see the "other fellows got to the City" what about myself? Soon after leaving Mr. Green, we hit the roughest rocky roads and the paymaster ask me if I enjoyed this kind of riding. I said "Yes," and smiled. But it was just as cheap to smile as to frown. Soon rain started, and the way that fellow drove, shying around the cattle in the road, barely missing pigs, and on till 9:30 we stopped on the banks of the Axtla Rio. We could hear it roar. By the side of the road was a bunch of Bamboo-Palm-covered shacks. It was still raining. But soon it let up and when Mrs. Langdon earnestly inquired if we were not going on to Tamazunchale, the paymaster said certainly not—it's too late to get over the river by ferry, and besides its too dangerous on the the new high road but that was not the real reason. He informed us that the only place we could stay was in the truck. The money and the soldiers and driver went into the shacks, while we three sat there wondering what next. I ventured over to the shacks to see what I could find to eat. Sofar that day, a little breakfast, no lunch and no supper. I found in the shack a couple from Kansas City, French people. They said the best way to enjoy an outing was to take it on the chin and smile, realizing that what you get is something new. Good idea. A fair cup of coffee and a piece of "sweet bread," and a good laugh helped. I returned to the "bed." We

decided to place the pile of suit cases down between the two parallel seats of the truck and try to rest a little.

Mr. Langdon took one plank seat for his bed, the wife the baggage bed in the middle and we the other plank seat bed. The songs and yells of hundreds of Indian laborers, the croaking of strange frogs, the barking of a dozen or two dogs, and worst of all a bunch of cats held a party under the truck about 4:00. All allowed just a little sleep, no rest on the hard planks. But daylight will come. All night we had been guarded by one or the other of the soldiers. One drunk Indian had been forced to leave the truck, cows and horses had paraded by and two Mexican Official cars with shrill sirens blowing calling for the ferry boys came by. What a night! Early we crossed the Axtla River and were met by hundreds of highway laboring men wanting their week's pay. It took till 9:30 Sunday to pay 'em off. In the meantime we could only sit and sit, stand and stand, no cats, water, water and afraid to drink. A few pictures were taken here. Pulling out, the truck went from very low to very high over new rough roads, that Sunday morning seeing the quaintest of Indian hords going on their Sunday trek. We reached Tamazunchale at 11:30 A. M. and the Langdons were soon joined by their neighbors who went on the evening before, by securing a private car for 105 pesos to take them to Mexico City but Ye Editor waited and every minute expected the other "gang" to come in. It was a long, lonesome, uncertain wait. Not a word. All day Sunday, all night and then till Monday afternoon, late, I decided I had better try to find out what had happened. Car after car had come in from Rio Coy and "nary a word" from my men. Only the highway telephone, and who could understand a Texas Editor over it! But there is always a friend—a Mexican friend is the best friend of all, when he is a friend. Emilio Gonzales Martena did the phoning back to Valles to see what had become of the others. By my description of tags and just two numbers on the car they said it was there, and that the owners and others had left Sunday morning by train. That was satisfying—we knew then what to do. It was to find a way out, either back or on. We chose "on." With an easy mind now, a fair night's sleep was enjoyed Monday night. But before sleeping we had been assured of a ride to Mexico City, 220 miles away in a truck. Three Mexicans were going home after hauling with their big trucks near Victoria. Their names were Joe, Alex and Sam. Only Joe and Sam could talk English. Joe had the best outfit and traveled in the rear. Sam took the front and Alex, with a truck with no windshield

NOW TRY

SUPREME

KEROSENE

IT'S BETTER
PHONE 32

NIE-TEX OIL CO.

DEWEY NIEDECKEN, IRA BUTLER, BUSTER BINGHAM

Drivers

and no glass in the side door, occupied the middle position and Bowen bounced on that seat from 10:00 A. M. till 8:00 P. M. Tuesday. The boys promised me to leave Tamazunchale at 8:00 A. M. Tuesday, but in Mexico always add two hours, but then I did not know that, so the wait was long, and gosh, how hot. One's clothes soon become wet with perspiration in Tamazunchale.

Every jump of the way from Tamazunchale is a climb till you reach 8,500 feet. No part of the road for 65 miles is finished, and often not even widened, and all along there are wheelbarrows, shovels, hammers, and some power shovels and drills. Constant blasting and all along were great landslides, removed only enough for a narrow passage way. The height is startling, with sharp turns and drops thousands of feet nearly straight down. Often the entire world is hidden with fog or cloud, and then a break of sunshine reveals the splendor and magnitude of the mountains now on all sides, as well as below you, and above you and ahead of you.

The air was so delightful in contrast to the heat and stillness of the Tamazunchale streets far back and below. But cool air can become cold blast, mixed with rain. This story is too long. But near night we reached the finished road—perfect, few landslides, well kept, well guarded, and dog-goned if those fellows did not begin running the trucks at 70 miles, around and over those mountains. Afraid? Not a bit. I was a guest of fine fellows and really I tried to prove that I got a kick out of every jolt. We reached Jacala, a lovely little town in a still lovelier valley about 6:00 P. M. Here fifty Otomic

Indian laborers wanted to get a ride into Mexico City. In Mexico you can't carry passengers for hire, so permission had to be gained by telephone from the City. It was given, and after loading on the mass of humanity, old, young, babies, sick and all, we started for the "real climb." One hour we traveled almost all the time in high or intermediate, roar, roar. Then a big car with a couple of armed officials met the trucks and by gosh, made them go right back down that high road to dump the folks out at Jacala. Folks don't disobey laws in Mexico and get by with it long. It was not dark yet and so a ranchman by the name of Karbo, from near Tampico, who had ridden with Sam all day, going to his home in the City, and I got out of our trucks to rest while the boys were going and coming back. But no rest there in the mountains. It soon looked like rain, it soon got dark and soon we thought of Mexican lions. We wished we had remained in the trucks. Mr. Karbo was an American educated fellow and we became close friends. He was a fine companion. The two hours of wait enabled us to get acquainted. When the trucks came back, by heck they still had the Indians. I was asked to leave the middle truck with Alex and take the front one, with Mr. Karbo and Sam because it had full glass in it and they knew it was soon to be raining and very cold. Three of us in a seat from 10:00 P. M. till 6:00 A. M. listening to the rain fall, the jabber of the Indians, taking it like all their race had done for ages, and the cold air made anything but a restful night. Sam gave us his blanket and Karbo and Pope kept warmer. I kept up

SEE MEXICO NEXT PAGE

PUT YOUR CAR IN OUR HANDS for a 3-week "Tank Test"



A Sporting Offer

Unless you've made friends with Gulf gas recently, you can't know what a really great fuel it is!

Just try it 3 weeks. Then see if you don't check with the motorists who've already made this "tank test."

750 "takers"

These 750—average owners of average cars—agreed to try That Good Gulf and judge it themselves. They drove it 3 weeks—comparing it against their regular brands for mileage, starting, pick-up, power, all-around performance.

555 converts

555—more than 7 out of 10—found Gulf definitely better in one or more of the 5 ways. Many chose it on all five. Reason? Gulf is 5 good gasolines in one. Controlled refining gives it not merely 3 or 4, but all 5 important gasoline qualities.

Try Gulf 3 weeks—and you'll never leave the bandwagon!

GULF REFINING COMPANY

Q. What free Gulf tire service can boost your gas mileage? You'll find the answer in this Gulf booklet, plus 14 other valuable economy hints. Free—at the Sign of the Orange Disc.



THAT GOOD GULF GASOLINE

MEXICO

my smile and "O. . . " People do not need so much sleep, or eat, I found that out. At midnight we were on the 8,500 foot level and it pouring down rain. It was a trip I shall never forget. It was such a thrill with not a minute of real fear. Deep in my heart I felt glad that I did not have my way at Rio Coy, that I got an opportunity to "hold the bags," like a snipe hunter. I learned more of Mexico. I learned that they can be princes of fellows, to one who tries to be one of them and never frown or complains. It would take many pages to tell about their wonderful mountains, villages, life and history, much of which I got by having that baggage load to carry. Yep, the gang was soon found in Mexico City, although I was so fagged out, so sleepy and dirty. Never again will the rest of the Hamlin gang be as happy to see me as they were that Wednesday morning at 9 o'clock, seven days after we left Hamlin, so fresh and so clean.

Oh, yes, certainly we returned by train leaving Sunday night for Valles where we had left the car. Nice trip back. The railroad trip was also a thrill. Ten high-up dark tunnels must be passed through, and besides there is plenty to see all along on the railroad. The Mexican railroad folks are very pleasant to deal with.

Folks, pardon all the omission—this story is so personal that we hate to record it. Take this trip yourself sometimes. It will be the best and cheapest you can find. But please use your own head and don't try to make the whole distance in one or two days. Take four days at least. Get to Mexico City and there the 7,600 feet and cool air will make you forget it's summer. Then when you get home you will have seen that get home you will know that well as the blessed country we live in.

FIFTIETH BIRTHDAY OF
STATUE OF LIBERTY

The Statue of Liberty will celebrate its semi-centennial birthday, Oct. 28, 1936. It was on Oct. 28, 1886, that the great bronze monument, which was the gift of the French people and which was erected on its pedestal in Bedloe's Island in New York Harbor, was unveiled with ceremonies in which citizens of both nations through their representatives participated.

The gift was proposed by a group of Frenchmen in about 1872. One Auguste Bartholdi, noted French sculptor, who was designated by them to do the work.

Committees in both countries were soon organized to raise funds for the undertaking. In France, 180 cities, 40 general councils, numerous societies, and thousands of French citizens raised upwards of \$700,000 to have the statue sculptured and placed on its pedestal. United States citizens, with the aid of the New York World, raised \$300,000 to construct the foundation and pedestal.

Bartholdi early suggested Bedloe's Island as the site for the statue, a space which was later set apart for this purpose act of the U. S. Congress, February 22, 1877.

The statue weighs 450,000 pounds, the bronze alone weighing 200,000 pounds. Forty persons can stand in the head of the figure and twelve in the torch. The height from base to torch is 151 feet, and over 305 feet from the foundation of the pedestal to the torch. The distance from the heel of the figure to the top of the head is 111 feet.

The head of the statue was exhibited in 1878 at the Paris Exhibition, and a forearm was sent to the Centennial Exposition at Philadelphia at Philadelphia in 1876. The statue was finished in Paris in 1883, and on July 4, 1884, it was officially presented by M. De Lesseps, president of the French Committee, to Mr. Levi P. Morton, U. S. Ambassador to France. In June, 1885, the statue was landed at New York from the French vessel, Isere.

The cornerstone of the pedestal was laid August 5, 1885, by the Grand Lodge of New York.

Mr. and Mrs. Richard Callaway and son, Dick, and Charles Blevins, of Fort Worth, spent Sunday as guests of Mr. and Mrs. Joe Simpson.

Sore Bleeding Gums

Only one bottle LETO'S PYORRHEA REMEDY is needed to convince anyone. No matter how bad your case, get a bottle, use as directed, and if you are not satisfied druggists will return your money.

INZER PHARMACY

"If It's Drugs Think of Inzer"

Society and Clubs

MRS. FEAGAN HOSTESS TO
COLONIAL CONTRACT CLUB

Mrs. Elmer Feagan was hostess to the Colonial Contract Club Monday at one o'clock when she entertained with an attractively appointed luncheon in her home on Central Avenue.

The members present were Mmes. Paul Fowler, Alford Harden, Bob Low, W. T. Cherry, A. D. Ensey, C. C. Jones, Frank Waggoner, Turner Bynum, and Mac Brundage.

The guests were Mmes. C. C. Prater, J. E. Bury and Miss Marie Pope.

ENTERTAINED WITH BRIDGE

Mrs. Bowen Pope, Mrs. J. E. Moody, Miss Eleanor Temple and Miss Marie Pope were joint hostesses when they entertained in the Pope home, Friday and Saturday afternoons with bridge.

Summer flowers decorated the entertaining rooms and a patriotic theme was used in game accessories and repeated in the refreshment plate which was served from tables centered with groups of tiny flags. In the games of contract Mrs. A. D.

Ensey scored high on Friday afternoon and on Saturday, Mrs. C. C. Prater won high score.

Those playing Friday were Mmes. A. D. Ensey, Paul Fowler, John T. Day, R. H. McCurdy, A. E. Pardue, Mac Brundage, J. E. Bury, M. L. Kerlin, J. T. Bynum, B. L. Jones, B. W. Nobles, Bob Barrow, J. B. Eakin, D. O. Sauls, C. G. Green, W. E. Akers, Oscar Maples, Elmer Feagan, E. M. Wilson, L. H. McBride, Clinton Barrow, W. J. Poe, Ray Willingham, Bill Rountree, J. D. Greenway, Frank Johnson, Arche Pardue, Dick Moore, R. B. Wiar, Miss Annie Laurie Johnson and Miss Lulan Vaughan.

Saturday's guests list included Mmes. C. C. Prater, J. F. Taylor, Bill Braymer, Turner Bynum, H. L. Norris, Rupert, F. B. Moore, Milton Wilson, J. P. Morgan, D. J. Payne, G. T. Haliday, Fred Carpenter, Q. Martin, Ted Bledsoe, Paul Cain, H. O. Cassle, George Howard, Joe Culbertson, Henry Albritton, C. Jones, W. R. Calhoun, Miss Allie Whitley, Miss Pearl Whitley and Miss Edwina Gilbert.

REVIVAL

"The Old Time Revival" at "The Hamlin Mission," continues to draw crowds each night. Two services are being conducted daily, 2:30 P. M. and 8:15 P. M. Fervent testimonies are heard each night from those who have found victory in their lives by believing the promises which are made to all men pertaining to salvation and the abiding presence of God.

Evangelist Albert E. Davis of Wichita Falls, Texas, is a man of wide experience as an evangelist and also as a pastor. He has conducted revivals in some of the leading cities in Texas with great success. His fervent, plain, messages of Gospel truth, are being well received in Hamlin, Texas. Great good is being accomplished for which we give God praise.

One of the most effective ser-

mons that has been given thus far was, "The Tragedy of the Rich Young Man." The message was depicted in four scenes, The Post Mortem Scene of the Rich Man and the Beggar, Lazarus, will be long remembered by those present.

The fundamental truths of the Bible are presented nightly by the evangelist. Such themes as Regeneration, or conversion, the Baptism of the Holy Ghost, Divine Healing, Growth in Grace, Tithing, and the promised blessing of God which comes by practicing it, Heaven, and Hell, all have a prominent place in the message of the speaker. All are invited to come to this revival and worship the Lord of Hosts with us, from whom all blessings flow.

PREACHING ANNOUNCEMENT

Rev. L. K. Malone, will preach at Dovie Sunday, July 1, and at Swedonia, Sunday, July 14. Everybody cordially invited to attend.



Save . . .

Buy

Modern

Gas Heating

Equipment in July

Comfort and health are two things every man wishes for his family, especially during the winter season. Right now is the best time to make sure that your home will have a healthful, comfortable temperature next winter.

During July, your gas company is making price concessions and offering the most liberal terms on modern gas circulators and floor furnaces. With either of these units your home will have care-free, uniform, healthful heat at small cost.

Do not delay having comfortable winter living any longer. You can have it for less money and on terms you can afford by making arrangements now!

BUY IN JULY!

Begin Monthly Payments
in OCTOBER!

Telephone your gas company now for a heating man to visit your home and advise with you on proper equipment, or better still, visit our showroom and see these advanced circulating heaters. Pay only a small amount down and equipment will be installed at your convenience. Balance in monthly payments beginning in October.



Stamford and Western Gas Co

HOW TO SAVE
GASOLINE MONEY

When the man bites the dog, it is news. And when a gasoline company advises motorists how to save gasoline, that is news, too.

Hence it is news to announce that the Gulf Refining Company has just issued a booklet entitled, "15 Ways To Save Gasoline Money." Although the information contained in the 8-page booklet is simple, it consists of driving hints which should benefit millions of motorists.

Do you know what parking secret saves gasoline? The booklet tells you. Have you discovered what driving speeds assure the greatest economy in gasoline consumption? The booklet tells you. And what fact concerning the inflation of your tires boosts your gasoline mileage? The booklet tells you, too.

According to Dr. Paul D. Foote, vice-president of the Gulf Research & Development Corporation, considerable care was given to the preparation of the literature. The data was prepared, changed, and checked over and over again by the leading petroleum and automotive engineers. Caution was exercised in listing the various methods to save the motorists' money, and at least 15 additional ways to cut gasoline costs were eliminated because they were open to debate.

For convenience's sake, the Gulf booklet is divided into three sections. The first chapter is devoted to economy short-cuts which can be controlled by the motorist. The second part is given over to economies which can be secured at no cost at reputable service stations or dealers, such as Gulf's stations. And the 3rd section consists of savings which can be obtained through enlisting the help of competent garage mechanics.

To announce this new booklet, "15 Ways to Save Gasoline Money," to the motoring public, the Gulf Refining Company has undertaken an advertising campaign which is outstanding in many ways, including the number of newspapers to be used. More than 1200 newspapers from Maine to Texas, the largest journalistic army in the modern history of petroleum advertising, will be employed. The offer of the free booklet to any motorist who will drive into Gulf's 40,000 dealers is allied with an interesting "sporting offer" to car owners.

BACK TO THE FARM

Two recent surveys cast new light on the current status of agriculture.

There has been a small, but encouraging rise in value of American farms. Between March, 1934, and March, 1935, values rose in 30 states, declined in but five and remained unchanged in the other 13.

"Back to the Farm" is becoming a reality. Where a few years ago, the farm population was being depleted by an exodus to the cities, the trend has completely reversed and streams of people are going from urban to rural areas.

A number of reasons lie behind this, such as industrial unemployment, the development of profitable specialty farming, and the desire of immigrants to leave the cities for the land.

In addition, the number of individual farms is on the increase. In New England alone, there were 162,000 producing farms on January 1, 1935, in contrast to 125,000 on April 1, 1930.

All of this speaks well for the future of agriculture and self-supporting citizenship. It is natural that people should win their living from the land. And the great progress made in developing more scientific farming—largely due to the efforts of large agricultural co-operative—is immeasurably improving the farmers' opportunity to till the soil at a profit. All in all, it is safe to say that the agricultural situation is basically better now than at any time since depression set in.

—Industrial News Review.

There are many great cotton factories in North Carolina, South Carolina and Georgia. The southern states now use more bales of cotton than they send to New England factories.

Neal Burselon, of El Paso, Texas, is here for a visit with his cousin, Emory B. Brown.

checks
666 MALARIA
in 3 days
COLDS
first day.
Liquid - Tablets
Salve - Nose Drops
TONIC and
LAXATIVE

Man Bites BLACK WIDOW SPIDER

THAT'S NEWS — BUT

HERE'S

The BEST NEWS FOR
YOUSugar Pure Cane \$1.39
25 Lbs., cloth sack

INCIDENTALLY, an added attraction is the doll or toy that can be cut out of bag and stuffed. Everyone wants several. Get Yours HERE

Dates Serve them in Salads or eat in place of sweets 2 Pkgs. 29¢

Flour Last week you bought all the Marchal Neil we had. This week we have plenty at the same price. Remember it's FULLY GUARANTEED.

48 lb sack \$1.75

TOMATOES, No. 2 cans 3 for 25¢

POST TOASTIES Large Box 10¢

CALUMET Baking Powder 10 lb. can \$1.39

FRUIT JAR LIDS 2 Doz. 23¢

VIENNA Sausage 3 cans 25¢

CONDENSED MILK —Not EVAPORATED MILK but thick, sweetened, condensed Borden's Dime Brand. Did you know we had to write New York Borden office to get this brand for West Texas? Every other part of the U. S. had it except West Texas. Now we have it — get a can and make a pie without having to cook one thing, not even the crust — per can 14¢

CATSUP 2 14-Oz. bottles 23¢

MEAL, pure cream 20 lb. sack 53¢

GRAPE PUNCH Qt. Bottle 25¢

LAUNDRY SOAP 6 for 25¢

Flit kills mosquitoes, flies bugs, moths, spiders. With each can, a Free Spray and a Free Moth Proof Bag to put your winter clothes in. Special — per can 69¢

HOMINY No. 2 1/2 can 9¢

SUNDAY is Macaroni Day, Special 6 boxes for 25¢

FRSEH VEGETABLES

FRUITS — MEATS

Wanted 500 Friers

—Farmers, bring us your friers and eggs—

Joe A. Simpson Grocery
1 BLOCK NORTH HAMLIN HOSPITAL

SOUTH HAMLIN HOME

DEMONSTRATION CLUB

Cooking being one of the most important factors in the home, the president, Mrs. Sparks, called off the Club's meeting for June 26, to attend the cooking school sponsored by the West Texas Utilities Company.

The next meeting will be July 10, in the home of Mrs. Sparks.

Roll call will be answered with current events. This is to be a demonstration meeting and the last regular meeting until Sept. 11; therefore all members are urged to come.

We cordially invite visitors to our meetings.

—REPORTER.

Rev. L. K. Malone, of Glendale, Arizona, came over last Saturday to visit his sons, look after his farms and other business. He may remain in this "wet country" till the end of the year. He says this country looks mighty good, but that crops in the irrigated country are booming—cotton waist high.

How Cardui Helps
Women To Build Up

Cardui stimulates the appetite and improves digestion, helping women to get more strength from the food they eat. As nourishment is improved, strength is built up, certain functional pains go away and women praise Cardui for helping them back to good health. . . . Mrs. C. E. Ratliff, of Hinton, W. Va., writes: "After the birth of my last baby, I did not seem to get my strength back. I took Cardui again and was soon sound and well. I have given it to my daughters and recommend it to other ladies." . . . Thousands of women testify Cardui benefited them. If it does not benefit YOU, consult a physician.

FARM FOR SALE

Have 72 Acre Farm, fairly well improved. All in cultivation. Will sell my equity for cash at a bargain. Located on the Gravel Pit road in Jones County, six miles northeast of Hamlin.

H. H. GREEN, Rt. 4, Hamlin. (p)

Mrs. O. D. Roland and little daughter, Mary Lee, returned to their home at Port Arthur last Friday after a visit of five weeks here with her parents, Mr. and Mrs. W. A. Albritton.

SAVE!

Bring your clothes down, come and get them, pay for them. —You SAVE the expense of Delivery, Telephone, Book-keeping and collecting on our prices.

FOR EXAMPLE

Suits, cleaned and pressed 50¢
Pants, cleaned and pressed 25¢
Dresses, cleaned and pressed 50¢ and Up

Ask the Price when you Bring them—and you will know what to pay for them when you get them.

Next Door to Post Office

L. L. Cowan

THE TAILOR

M'CAULLEY NEWS

July is here and most of the cotton is just up good. The farmers are very busy trying to keep the weeds down.

Mr. Hennington is seriously ill at this writing.

Many of the Baptist, either attended the Lueders Encampment Sunday or the 5th Sunday School meeting at the Pledger Church.

Mrs. Parker spent the week-end with the Kiser's at Sylvester.

A large group enjoyed the party in the home of Claude Faulkenberry Saturday night.

The Senior B. Y. P. U. enjoyed the social in the Akin home Friday night. They plan a program to take to Boyd Chapel Sunday night, July 14. Ice cream was served to those present.

Mr. and Mrs. J. T. Rhoton spent Sunday at Neinda with Mr. and Mrs. Bob Meeks.

Many from here will attend the Cowboy reunion at Stamford this week.

Hope all have a wonderful time the fourth.

J. B. Nelson was taken to Lubbock sanitarium Friday for treatment. The Barrow ambulance furnished the conveyance. Mr. Nelson has been in ill health for a month or more.

"SUPREME KEROSENE"
Is Better
NIE-TEX OIL CO.
Phone 32

Mrs. Hefflin Miller, of Americus, Georgia, arrived last Saturday to spend several weeks here with her parents, Mr. and Mrs. J. S. Ballew. She is accompanied by Misses Grace Freeman and Mildred Scruggs, of Americus.

Mr. and Mrs. Dan J. Payne, of Roswell, New Mexico, came over Monday. Mr. Payne returned to his work on Tuesday and Mrs. Payne will visit her father and sisters in Rotan. Dan J. will get his vacation after July 15.

Hal Mayfield, of Eden, came up Monday to visit old friends and to attend the Stamford Rodeo. Mr. Mayfield is operating a picture show in Eden.

Mr. and Mrs. Maurice Smith left Friday for Austin to visit relatives.

Misses Ruby and Hortense Phoenix visited relatives and friends in Big Spring and Stanton from Thursday until Sunday.

Mr. and Mrs. C. P. Chastain had as their guests, the past week-end, their son, Claude Chastain and wife, of Pampa, and their daughter, Mrs. Ray Claxton and husband of Quanah.

Miss Beatrice Childers was here last week visiting relatives and friends in Hamlin while on her way to San Angelo to spend her vacation with her parents, Mr. and Mrs. A. D. Childers. Miss Childers has completed her second year in training as a nurse in the Evangelical Hospital in St. Louis. She is a charming young woman and her energy and efficiency mean success.

It pays to buy fresh bread, your loss is less.
EDDIE JAY'S BAKERY.

MILLIONS A DAY

PAID NEEDY

WASHINGTON, D. C. — Cost of feeding and clothing the nation's 20,000,000 unemployed until they can become self-supporting today cut into the New Deal's \$4,000,000,000 unemployment fund at the rate of almost \$4,000,000 every 24 hours.

The work drive, meanwhile, moved forward slowly as officials labored to put it into active effect by July 15 with a million family heads off the dole and on federal payrolls.

The president ordered that on every job, not less than 90 per cent of all workers must be needy, taken from relief rolls through certification of U. S. Re-employment Service.

North America lies in all three zones of the Northern Hemisphere. On the south it extends within 490 miles of the Equator. On the north the continent and adjacent islands extend far within the Arctic Circle to a point about 50 miles from the North Pole.

The Persians bake bread in loaves about two feet long and one foot wide, which they use for dishes and which are sometimes eaten.

HAMLIN BALL TEAM
BEAT MUNDAY SUN.

Hamlin took first place in the Wichita Valley League today when they defeated Munday 7 to 4. It was anybody's game from start to finish and a rally in the ninth inning netted Hamlin four scores to put the game on ice. Courtney gave up nine hits during the game but was able to hold his own in the pinches. Duck Weaver, right fielder for Hamlin, gave one of his best performances of the season, getting two hits, one of which was a smash over the left field fence for a home run, and two bases on balls, scored two runs, and cut off Pitman at first base after he had hit through first and second for what seemed to be a sure single.

Hamlin plays Stamford on her own diamond next Sunday, July 7th. There seems to be a difference in opinions as to which team has the best left-handed pitcher. Stamford has acquired Lefty (Troy) Stallings from the Seymour club and will probably start him against the locals Sunday. Stallings has an enviable strike-out record, having 18 against Stamford when he was pitching for the Seymour club, 17 against Haskell, 14 against Munday, but not having pitched to date against Hamlin the local fans are interested in how he will fare against Hamlin's batters. Courtney, Hamlin's left-hander does not need any introduction, and all Hamlin fans will be out rooting for him to maintain his reputation as the "leading left-hander" in the league as he has been able to do in the past. To say the least it will be a game well worth watching.

MUNDAY	AB	R	H	PO	A	E
Couch 2b	5	1	1	1	2	1
A. Myers ss	4	0	1	1	0	2
J. Myers lb	4	1	2	13	0	0
Kuehler lf	4	0	0	0	0	0
C. Wilde lb, 9th	1	0	0	3	0	0
McGlothing rf	3	2	3	2	1	0
Cody cc	3	0	0	7	1	0
L. Wilde 3b	3	0	1	0	1	1
King cf	4	0	1	2	0	1
Pittman p 6th	2	0	0	0	3	0
Robertson p 6th	2	0	0	0	2	0

Totals	35	4	9	27	13	6
HAMLIN	AB	R	H	PO	A	E
Jones cf	4	0	1	0	0	0
Ensey 8b	6	1	1	1	3	0
Coffee ss	6	0	2	0	1	0
Adams c	4	0	0	6	1	0
Pippin 3b	4	1	0	3	4	0
Weaver rf	3	2	2	0	1	0
Rowland lb	5	1	2	15	1	0
Miers, lf	3	1	0	2	1	0
Courtney p	4	1	1	0	5	2

Totals	39	7	9	27	17	2
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Score by innings:
Hamlin ----- 010 002 004—7
Munday ----- 300 001 000—4

SUMMARY: Earned runs, Hamlin 4, Munday 4; Home Run, Weaver; Two Base Hits, J. Myers, McGlothing; Struck out, by Courtney 5, Pittman 4, Robertson 1; Base on Balls, off Courtney 4, Pittman 5, Robertson 1; Double Plays, Courtney to Rowland to Pippin; Miers to Ensey to Rowland; First Base on Errors, Ensey 2, Pippin, T. Miers, Courtney, Couch, Pittman; Left on Bases, Hamlin 14, Munday 9.

"SUPREME KEROSENE"
Is Better
NIE-TEX OIL CO.
Phone 32

GANNAWAY HAS

MAIL CARRYING CONTRACT

On Monday a new carrier of mail took charge of the routes from Anson to Hamlin and from Hamlin to Aspermont.

Melvin Gannaway has this responsibility now, with T. C. Robertson as substitute. Mr. Robertson had the contract a year or more ago and will likely carry the mail several times per month this year.

The mail leaves Hamlin early each morning, receives the eastern mail at Anson and arrives in Hamlin about 7:30 A. M. In the afternoon at 2:30, after both Santa Fe trains have come in, the mail again goes to the east and returns about 4:30.

Mr. and Mrs. H. C. Hill and daughter, Mrs. Burke, of Cleburne, and Mrs. R. M. Hill of Ft. Worth, came last Sunday to spend this week with their mother, Mrs. T. M. Hill, who lives in North Hamlin.

Mrs. L. E. Pyeatt and son, of Olney, Texas, are guests this week at the home of their mother, Mrs. T. M. Hill.

Mr. and Mrs. C. E. Hill and son, of Amarillo, are spending the week here with their mother, Mrs. T. M. Hill.

STONEWALL COUNTY AGENT

AWARDED \$1000 FELLOWSHIP

COLLEGE STATION, Texas, July 1. — James W. Potts, Stonewall County agricultural agent and former 4-H club boy, has been awarded a \$1000 fellowship for nine months' study in the U. S. Department of Agriculture offered by the Payne Fund of New York City, according to O. B. Martin, Extension Director.

Potts was raised on a farm in Lubbock County and was graduated from Lubbock High School in 1929. In 1933 he received a B. S. degree from Texas Technological College, majoring in agronomy.

Potts started 4-H club work in 1921 with a pig that won third place at the county fair. With premium money won on a registered in 1922 he bought a Jersey calf and started a dairy herd which practically paid his way through college. He also carried demonstrations in pure line grain sorghum seed production, beef cattle and cotton. Total profits for one three-year period were \$2,489.55 or an average of \$829.85 per year.

MISS EVALINE GRAHAM

MARRIED TO MR. TRAWICK

At Post, Texas, on Thursday, June 27, Miss Evaline Graham, of Hamlin, was united in marriage to Mr. W. T. Trawick, Jr. This announcement is not altogether surprising to the many friends of Miss Graham, in Hamlin, as many knew of it many weeks ago.

The bride is a daughter of Mr. and Mrs. W. S. Graham of Hamlin, a young woman reared and educated in the Hamlin community. She is a graduate of the Hamlin High School, and possesses many lovable traits of character.

Mr. Trawick at one time operated a picture show in Hamlin and many people here remember him. At present he is a traveling salesman.

The Herald has not learned the resident town of Mr. and Mrs. Trawick.

ROOMS TO RENT

Have two furnished rooms for light housekeeping. 4 doors west of Rockwell Lumber Yard.
MRS. M. J. TIMS.

J. M. Rippetoe of Lipan, Texas, is now with the Reynolds Drug Store as pharmacist. Mr. Rippetoe is a married man and he and his wife have an apartment in the J. R. Reynolds home.

MAN WANTED for Raleigh Route of 800 families. Write today. Raleigh, Dept. TXG-333-SA, Memphis, Tenn. (July 5-12-19-26)

Dry chamois rubbed over highly polished furniture, which has become cloudy, streaks the surface and does not remove the blur. Chamois wet in cold water and wrung dry will give a better polish.

CITATION BY PUBLICATION
THE STATE OF TEXAS

To the Sheriff or any Constable of Jones County, Greeting:

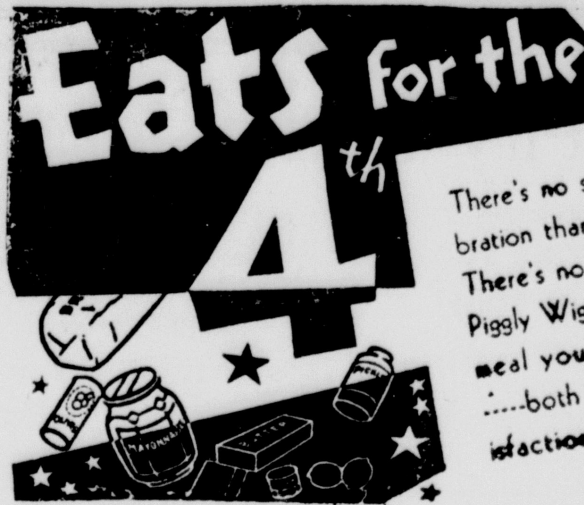
YOU ARE HEREBY COMMANDED to summon The Heirs of Virginia Engleman, Deceased, whose names are unknown by making publication of this Citation once in each week for four successive weeks previous to the return day hereof, in some newspaper published in your County, if there be a newspaper published therein, but if not, then in the nearest County where a newspaper is published, to appear at the next regular term of the District Court of Jones County, to be held at the Court House thereof, in Anson, on the 1st Monday in September A. D. 1935, the same being the 2d day of September A. D. 1935, then and there to answer a petition filed in said Court on the 17th day of June A. D. 1935, in a suit, numbered on the docket of said Court as No. 6081, wherein J. M. Alexander, is Plaintiff, and The Unknown Heirs of Virginia Engleman, are Defendants, and said petition alleging.

Suit in Trespass to Try Title as well as for damages, to all of Section No. 3, Block 14, T. & P. Railway Company land, situated in Jones County, Texas.

Herein Fail Not, and have you before said Court, at its aforesaid next regular term, this writ with your return thereon, showing how you have executed the same.

GIVEN UNDER MY HAND and the Seal of said Court, at office in Anson this 17th day of June A. D. 1935.

ROBERT CROSS, Clerk,
(Seal) District Court,
Jones County.
(34-41)



Eats for the 4th
There's no surer way of enjoying a 4th of July celebration than by having a host of good things to eat. There's no better way of obtaining them than from a Piggy Wiggly store. For the lunch basket or the home meal you can really "do better at Piggy Wiggly" — both in quality and price not to mention the satisfaction you'll get in selecting your own foods.

Fourth of July Sale Prices Effective Wednesday, Friday and Saturday
Watch Ad In Herald for Added Specials

Check This List of Items

Cheese	Full Cream	Lb.	17¢
Olives	Large Green—Quart Jar		35¢
Corned Beef	12—Oz.		18¢
Libby's, of Course	12 Cans		25¢
Vienna Sausages	3 Cans		10¢
Potted Meat	Libby's or Maximum	3 Cans	10¢
Picnic Plates	Package of 12 for		10¢
Marshmallows	Fluff-I-Est.	Lb. Box	15¢
Candy	Orange Slices	Lb. Box	15¢
Grape Juice	Rosemary	Quart Bottle	29¢
Catsup	Ruby Brand	2 14-Oz. Bottles	25¢

Pork & Beans

Campbell's Delicious Flavor

Picnic Size

Can 5c

Bologna

In the Piece

2 Pounds 25¢

Crackers

Saxet Wafers

2 Pound Box 23¢

Airway

Tea For 1 Lb. 19¢

3 5c Pkgs 10¢

Cracker Jack

Pop Corn

Potato Chips

Buy in bulk and save

1/2 Lb. 25c

Tomatoes 3 No. 2 Cans 25c

Pineapple 3 9-Oz. Cans 25c

Pickles 24 Oz. Jars 15c

Prunes In Syrup No. 2 1/2 Can 15c

Cane Sugar 10 Lb. Cloth Sack 57¢

Potatoes Fancy Washed Whites Lb. 2¢

Watermelons Guaranteed Each 25c

Lemons Red Ball—Large Size, Doz. 19c

Lettuce, California 4c

Piggy Wiggly Stores

Tomatoes No. 1 — Home Grown 2 Lbs. 15c

Waggoner Drug Co.

"SUPREME KEROSENE" Is Better NIE-TEX OIL CO. Phone 32

Buy your bread that's baked in Hamlin where quality is unexcelled and always fresh. Every crumb guaranteed.

EDDIE JAY'S BAKERY.

DYE "ANY COLOR"

Don't worry about the color of your shoes. We give 'em "Any Color." Besides, it is economy to keep them repaired at

J. B. BOWMAN'S SHOE SHOP

Sylvian Freedman, who has been enjoying a delightful visit here with his parents, Mr. and Mrs. D. Freedman, returned Thursday of this week to resume his position in Washington City. Sylvian has a good job and he is one of Hamlin's most promising young men.

A. B. Barrow of Abilene, was over Tuesday on business

THE NEWSPAPER
THE MAIN HIGHWAY

Seventy-four of Chevrolet's leading dealers, who together accounted for the sales of 38,116 new cars and trucks last year, attending a two-day conference at Detroit on sales and

Laxative combination
Folks know is trustworthy

The confidence thousands of parents have in good, old reliable, powdered Theodor's Black-Draught has prompted them to get the new Syrup of Black-Draught for their children. The grown folks stick to the powdered Black-Draught; the youngsters probably will prefer it when they outgrow their childish love of sweets. Mrs. C. W. Adams, of Murray, Ky., writes: "I have used Theodor's Black-Draught (powder) about thirteen years, taking it for biliousness. Black-Draught acts well and I am always pleased with the results. I wanted a good, reliable laxative for my children. I have found Syrup of Black-Draught to be just that."

BLACK-DRAUGHT

advertising for the remainder of 1935, went on record as unanimously endorsing the Chevrolet Motor Co.'s decision, announced at the closing session, to retain the newspaper as the backbone of the company's advertising media.

The announcement that Chevrolet intended to adhere to this time-tried policy was made by C. P. Fiskien, advertising manager, who spoke in enthusiastic terms of the results the company has obtained through newspaper advertising, in which it has long been a conspicuous leader.

"We are constantly on the lookout for any means of making our appeal to the public more effective," said Mr. Fiskien, "but up to date we have found nothing to compare with the newspaper as the 'main highway' for our advertising expenditure."

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Stomach Gas

One dose of ADLERIKA quickly relieves gas bloating, cleans out BOTH upper and lower bowels, allows you to eat and sleep good. Quick, thorough action yet gentle and entirely safe.

ADLERIKA

WAGGONER DRUG CO.

"SUPREME KEROSENE" Is Better NIE-TEX OIL CO. Phone 32

Buy your bread that's baked in Hamlin where quality is unexcelled and always fresh. Every crumb guaranteed.

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DYE

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